

To-day's
Advertisements.THEATRE ROYAL.
MESSRS. DALLAS AND MUGRAVES
THEATRICAL SEASON.

TO-NIGHT! TO-NIGHT!

LAST NIGHT OF
MRS. HARRIET BEECHER STOWES
IMMORTAL WORK

"UNCLE TOM'S CABIN"

(TO-MORROW) SATURDAY NIGHT,
THE WORLD RENOWNED DRAMA
"THE SILVER KING"
(Special scenery painted for this great
production.)NOTICE.—By kind permission of the officers,
the Band of H.M.S. *Victorious* will play the
incidental music under the direction of Mr. W.
Fleming Vallance.PRICES.—\$2, \$3 and \$1.
Soldiers and Sailors (in uniform) half-price to
back seats only.

Box Plan at the ROBINSON PIANO CO.

NOTICE.—A special train will run a quarter of
an hour after fall of curtain every evening.
W. H. BROWN, Business Manager.
Hongkong, 7th April, 1899. [424a]

A SILE DE LA SAINTE ENFANCE.

For the Benefit of the

FRENCH CONVENT.

"A GARDEN FÊTE"

AND

"FANCY FAIR,"

Will be held on

SATURDAY, 15TH APRIL,

On the Lawns at

EAST POINT.

By kind permission of the Hon. J. J. BELL

(TRYING)

Full particulars will be published later.

Entrance ONE DOLLAR.

Afternoon 4 to 6.30

Evening 8.30 to 10.30

Hongkong, 7th April, 1899. [471a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINAN,"

Captain Balthus, will be despatched on

TUESDAY, the 18th instant, at Noon.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh

Provisions during the entire voyage.

A daily qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th April, 1899. [467a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS: SYDNEY AND MELBOURNE

VIA MANILA.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on

TUESDAY, the 18th instant, at Noon.

The attention of Passengers is directed to the

Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh

Provisions during the entire voyage.

A daily qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company

to and from AUSTRALIA are available for

return by the Steamers of the EASTERN AND

AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th April, 1899. [466a]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"CANTANIA,"

Captain Miller, will be despatched as above

on or about the 8th May.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th April, 1899. [472a]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON

AND STRAITS.

THE Steamship

To-day's
Advertisements.

HONGKONG FOOTBALL CLUB.

FIFTH ANNUAL DINNER.

TO-MORROW (SATURDAY), at the
HONGKONG CLUB at eight o'clock.
Hongkong, 7th April, 1899. [473a]

WANTED.

A CHINESE CLERK. Must be able to
write and speak English well. No others
need apply. By letter only, to—Manager,
VACUUM OIL COMPANY,

Hongkong.

Hongkong, 7th April, 1899. [474a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, *et passim*.From Zanzibar, *et cetera*.

Goods not cleared by the 13th instant, at 4

P.M. will be subject to sale.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage obtained

from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 7th April, 1899. [5]

Intimation.

A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Landlards and General Use.)

B.—VINTAGES superior quality.

Red Capsule \$14.40

C.—FINE OLD VINTAGE, super-

ior quality. Black

Red Capsule 16.20

D.—VERY FINE OLD VINTAGE,

extra superior. Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

BIRTH.

On the 26th ult., at Butterworth, P. W., the

wife of E. C. POSTON, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 7, 1899.

NOTES AND COMMENTS.

When, we wonder, will our Public Works

authorities awaken to the fact that roads

are intended to ride and walk upon and

should consequently be kept in as clean a

state as possible in order to avoid inconve-

nience to the public? When the weather is dry

the roads become so many dusty deserts and

when the rain sets in they are quickly trans-

formed into so many expanses of slimy mud

in which the pedestrian slips and slides and

wallows until he wonders whether he is in-

deed a man or a figure of some heathen

deity newly daubed with wet clay.

How is it that our streets are always in a

state of either dust or mud? They claim a

very fair and liberal share of the public

expenditure, they are constantly—much too

constantly, if the truth be told—being re-

paired and yet it seems that the P. W. D.

folks find it impossible to keep them in

anything approximating decent

think that their labours end with the con-

struction of a road and that once the roller

has made its last trip over the new section

matters can be allowed to take their course

until such time as repairs become imperative.

But this is not the proper way in which to

regard matters. The officials must remember

that the public have to be considered.

The officials are employed for the public

convenience and the public does not exist

for the benefit of the officials. Therefore it

behoves the officials to do all in their power

to render the lot of the public as pleasant and

free from inconvenience as possible and to

allow the roads to become dust heaps or

mud baths, according to meteorological

conditions is not the proper way to ensure

the public comfort. In England we have

seen road-sweepers at work which cleared

the streets of mud and slush, and where

these were not in use, gangs of road scrapers

were employed. We believe that the cost

of a couple of road-sweeping machines

would not be prohibitive and, even

if such should prove to be the case, labour

is cheap enough here to allow of a few

men being employed as scrapers. At present

we have not even a crossing sweeper,

and a journey from one side of one of

our main thoroughfares to the other is

more in the nature of a paddle across a

mud flat than the simple crossing of a

street in a civilized town.

REUTER'S TELEGRAMS.

THE SAMOAN NEGOTIATIONS.

LONDON, April 7th.

Great Britain has assented to the Samoan

Commission in principle but delays a final

assent until the composition of the powers of

the Commission are settled.

THE IRISH PARTIES.

At the recent conference in Dublin the

leading Parnellites were conspicuous by their

absence and it is believed that the proposals

for the union of the parties will lead to nothing.

THE PERSIAN GULF.

The German Cruiser *Arcona* has unex-

pectedly arrived at Muscat after visiting other

ports in the Persian Gulf.

WEATHER REPORT.

The Observatory report says:—On the 7th

at 11.55 a.m. The barometer has risen on the

S. coast of China, fallen on the E. coast. The

high pressure area remains central over China,

with moderate gradients and fresh monsoon on

the coast, and strong monsoon in the N. part

of the China Sea. Forecast:—Moderate N.E.

and N. winds; drizzling rain at first, improving

later.

LOCAL AND GENERAL.

The Annual Dinner of the Hongkong Football

Club will be held to-morrow.

The performance to be given by the French

Comic Opera Company on Monday next will be

under the patronage of His Excellency the

Governor.

CAPTAIN Balthus of the steamship *Hainan*,

which arrived to-day from Swatow, Amoy and

Tamsui, reports passing a derelict, dismantled

junk, on the 4th inst., in Lat 25° 7' W. Long.

120° 57' E.

THE Eleventh Club Race of the Royal Hong-

kong Yacht Club will take place on Sunday

next. Course: from Police Pier round North

Fairway Buoy, to "board, round mark-boat

off Lyemun, to starboard, and back to Police

Pier, 12 miles.

At a meeting of the British Empire League,

presided over by the Duke of Devonshire, Lord

President of the Council, the Hon. W. P.

Reeves, Agent-General for New Zealand,

moved a resolution urging the prompt removal

of the obstacles which delayed Great Britain's

co-operation in the scheme for a telegraph

cable to connect the Dominion of Canada with

Australasia. The motion was adopted.

The susceptibility of the lower animals to the

bubonic plague has been again demonstrated.

We read that of the two kangaroos in the Lal

Bagh menagerie gardens at Bangalore, one was

found dead the other morning. On examination

by the Curator the animal, which was quite well

the day previous had swellings on both sides

of the neck and glands, resembling those of the

THE German cruiser *Irene* having returned

to Hongkong in consequence of some pressing

repairs, the three bags of mails for Foochow

and Pagoda Anchorage sent per the cruiser on

Wednesday, 5th inst., have been returned to

the Post Office. They were unfortunately

received too late to go on by the *Haitan*.

We note that the forest of flagstaffs on the top

of Queen's Buildings, the new block of offices

near Pedder's Wharf, is gradually displaying the

various houseflags of the Colony as the different

firms take up their quarters. The building has

a most imposing appearance and the firms

occupying it are to be congratulated upon its

fine situation.

AN edict has been issued to the effect that all

Russian railway carriages must be lighted by

electricity by means of a separate accumulator

for every carriage. First class compartments

will be lighted by 100 candle power lamps;

second class by 80 candle power, and third

class by 50 candle power lights. In every com-

partment stearine candles must be also supplied

in case the electric light refuses to act.

SMITH and Jones were talking one day about

their business interests. Smith was an hotel

man and Jones was a manufacturer's agent.

"I say," said Jones, "however do you use such

an enormous quantity of pears and peaches?"

"Well," replied Smith, "we eat what we can,

and what we can't eat we can." "Indeed!"

said the other; "we do about the same in our

business." "How is that?" When sell an

order when we can sell it, and when we can't

sell it we cancel it."

It will be interesting, says the *Madras Mail*

to watch the results that follow the large reduc-

tion in goods traffic rates that will be brought

into force by the Madras Railway from the 1st

proximo, as the result of the rates-war with the

Southern Mahatras Railway. It is considered

the proposals of the Indian Government to withdraw ten crores of currency from circulation annually for the purpose of establishing a gold standard in India, would be injurious and tend to aggravate the evils now existing in connection with the currency in that country.

THE RENTAL OF WHARVES IN HONGKONG.

The local Government having in September last, by an Order in Council, suddenly raised the rental of wharves and piers to about ten times the amount hitherto charged, the Committee addressed an earnest remonstrance to the Executive on the subject, pointing out that in the case of the steamboat companies, who only maintained these piers for the convenience of passengers and derived no revenue from them, great hardship would be entailed, and that the excessive increase in the rent was calculated to restrict the landing facilities in the colony. The Government, in reply, expressed regret at being unable to modify the scale of charges, but in December last His Excellency the Governor made an Order in Council repealing the above-named Order together with the new regulations under it, and an amended tariff on a more reasonable scale is now under consideration.

THE WORKING OF THE POST OFFICE.

During the past year the unsatisfactory working of the Post Office entailed a mass of correspondence, in which numerous complaints of delay in delivery of mails, of misdirected correspondence, and of theft or disappearance of important letters formed the most conspicuous features. In response to urgent representations on the subject from this Chamber, Major-General Black, then administering the Government, besides instituting several reforms and precautions in the service, suggested a Colonial Office the necessity of appointing a trained officer from England to fill the vacancy caused by the retirement of the Assistant Postmaster General, with a view to securing efficiency in the working of the Postal Department; but your Committee now learn with regret that an officer, who has only had a local experience in the West Indies, has been appointed to succeed Mr. Northcote in that post. The Committee welcome the appointment of Commander Hastings to take charge of the Post Office on account of his well-known energy, but nevertheless fear that until new Officers are provided and the staff strengthened, some causes of dissatisfaction must still continue to arise.

REDUCTION OF PERIOD OF CROWN LEASES.

Acting on instructions from the colonial Office, the Government have reduced the period for which leases of Crown Lands were granted, viz., from 999 years to 75 or at the most 99 years. Your Committee, considering that this course would not only place existing lots at an unfair premium but was calculated to restrict the demand for land and therefore to delay or prevent the expansion of the colony, generally, addressed a strong remonstrance through the Government, to the Secretary of State on the subject. Mr. Chamberlain, in reply, adheres to his decision, but states that terms will be embodied in leases providing for renewal at the time of expiry thereof at such an advance in Crown rent as is justified by the then value of the land, and without fine, for a further similar period, and that in case of resumption for public purposes compensation will be given. This decision is very unsatisfactory.

STORM WARNINGS.

In June last, your Committee, having regard to the suspension of telegraphic communication with Manila, which precluded all idea of the receipt of the customary warning of the approach of typhoons formerly sent by the Manila Observatory, suggested to the Government the possibility of securing a supply of weather telegrams from South Cape, Formosa. The Government, in reply, stated that they were already in communication with the Government of Labuan, and hoped through the French Consul to secure observations from two stations in Annam, but that the Lighthouse at South Cape had been destroyed by the Chinese before leaving Formosa and that the cable between Tientsin and Foochow had been cut. Since that time the cable communication with Manila has been restored, and it is to be hoped the weather telegrams from that port will be continued as promptly and efficiently as under the Spanish Administration.

PROPOSED WESTERN HARBOUR OF REFUGE.

A suggestion having been laid before the Committee in September for the formation of a harbour of refuge for small craft in the western end of the harbour of Hongkong, the proposal, which was to construct a breakwater from Slaughter Point, giving an area of about 100 acres, seemed feasible, and the idea of providing a refuge to leeward very desirable on account of its easy accessibility without towage, a letter was addressed to the Government recommending the scheme for favourable consideration. The Government, in reply, raised several points, the chief being how and from what source the cost of the undertaking could be defrayed, whereupon the Chamber responded that the cost of the work should come out of the general revenue of the colony, and deprecated any attempt to provide the funds by the imposition of new taxes on shipping. His Excellency the Governor, who had meanwhile arrived, has since expressed regret that owing to the heavy expenditure such a work would involve, he is unable to recommend it for the present to the Secretary of State for the Colonies.

PENNY POSTAGE.

At the end of October the Committee received from the local Government a circular from the Secretary of State for the Colonies covering a report from the Duke of Norfolk on the result of the Conference on Postage which the British Empire took place at London in 1897. The Committee General on the proposal to include this Colony in the scheme and asking for the opinion of the Chamber on the proposed changes. Seeing that the changes had already been decided upon, the Committee replied that they considered the matter had practically been removed from the domain of discussion, but they added that if further opinion were desired they regarded Mr. Thomson's Memorandum as a fair statement of the position of the Colony in this matter.

QUARANTINE.

The recurrence of Plague last spring here and on the mainland was the signal for a hurried imposition of quarantine on vessels arriving from that port, Macao, Canton, Swatow, &c., at the ports in the Straits Settlements and to the South, as well as at Japan, &c. The Chamber and the local Government addressed protests to the Singapore Chamber of Commerce against such action when only sporadic cases of the disease were present, deprecating the resort to restrictive measures before the real necessity was apparent. The Singapore Chamber, in reply, supported the action of their Government. The plague subsequently increased, and this colony was consequently subjected to the loss and inconvenience attending the quarantining of arrivals therefrom during the whole of the summer months.

MEDICAL INSPECTION OF PASSENGERS.

A cognate question to the foregoing was the medical inspection of passengers arriving in Hongkong from Canton and Swatow, and the great inconvenience caused to the travelling public by the detention of the river steamers for this purpose as well as the practical resultlessness of such inspection were pointed out to the Government by the Chamber. A modification was thereupon suggested by the Sanitary Board, to the effect that the inspection should take place after the vessel came alongside the wharf instead

of in the quarantine anchorage. To this, however, the Committee were obliged to dissent, since it would involve closing up the ship for some hours and prove even more objectionable than the inspection as previously carried on, and they accordingly urged the discontinuance thereof as being of little real value. It was not, however, until the end of June that the medical inspection of the steamboats was discontinued.

EXPORTERS AND THE SHIPPING CONFERENCE.

A joint letter from a number of firms engaged in the export trade was received in May last calling attention to the sudden changes in the rates of freight homeward made by the Shipping Conference and the want of adequate notice to exporters, whereby the latter were seriously handicapped, and asking the Committee to take steps to bring about an improvement in this state of affairs. In reply, the Committee, while sympathising with the exporters under the circumstances, narrated, did not feel justified in taking up the question, which was really a matter between shippers and shipowners, but suggested a united representation on the subject by the exporters to the Conference setting forth the inconvenience caused by the lack of sufficient notice of change in arrangements.

THE MISSION OF LORD CHARLES HERSCHELL TO CHINA.

In connection with Lord Charles Herschell's Mission to China and his recent visit to this colony a series of resolutions were passed at a special meeting of the General Committee on the 19th November last, in response to a suggestion made by his Lordship, when passing through in September, giving the Chamber's views on the political and commercial situation, and forwarded to him while in South China. The Committee were especially anxious that the importance to British and foreign trade of Hongkong and its situation *vis-à-vis* the provinces of South China should not be lost sight of in the eager attention being given to the Yangtze Valley as the chief artery in China of British trade and influence. They further urged the abolition of inland imposts on foreign goods throughout China, the amalgamation of the Native and Foreign Customs, the suppression of brigandage and disorder in the Two Kwangs, and the throwing open to foreign trade of the entire waterways of China. On the 3rd January, a public meeting, under the auspices of the Chamber, was held in the City Hall for the purpose of welcoming Lord Charles Herschell and hearing an address from him. At that meeting, his Lordship gave the results of his observations in different parts of China and strongly advocated the policy of the "open door," urging as a means towards securing its maintenance the reorganization of the Chinese army, the better to give security in the country and to maintain the Imperial authority. The address was most cordially received and a vote of thanks to the gallant and noble speaker passed with enthusiasm.

THE BANK OF CHINA, JAPAN AND STRAITS (IN LIQ.)—CERTAIN CHINESE SHAREHOLDERS.

In this case, heard in October last at Shanghai, the Tao-tai delivered a judgment which practically absolved Chinese from all responsibility with regard to the unpaid liability on shares subscribed for by them in British joint stock companies. Acting in co-operation with the Shanghai Chamber of Commerce, your Committee addressed a letter to H. B. M. S. Minister at Peking begging that he would use his influence with the Tsung-li Yamen to obtain a reversal of the Tao-tai's decision, and that he would insist upon the legality of enforcing the obligations undertaken by Chinese shareholders in foreign stock. A reply was received in January in which Sir Claude Macdonald stated that he was in communication with the Tsung-li Yamen and the Shanghai authorities on the question, and the Committee will be glad to hear that he has succeeded.

THE OPENING OF THE FREE PORT OF KIAOCHOW.

Kiaochow, on the coast of Shantung, the lease of which was acquired by Germany under Treaty with China as a naval and coaling station in March, 1897, was on the 2nd September last opened as a free port. This policy has been adopted, it is understood, in recognition of the liberality which has made so great a success of the free port of Hongkong. The Committee trust that similar prosperity will attend the new free port of the North.

THE CHINA QUESTION AS AFFECTING COMMERCE.

A letter has been received from the Liverpool Chamber of Commerce calling special attention to the resolutions passed at a general meeting of the members after hearing an address by Mr. Yerburgh, M.P., on the above subject. Those resolutions trust that the British Government will give every possible assistance to British merchants and capitalists who are engaged in business in China, and that it will specialise in the matter of railway construction secure for British enterprise in the Yangtze region similar preferential rights to those which Germany, France, and Russia have already claimed. They also congratulated the Indian Government on surveys for the Burma-Yangtze Railway, and hope that the line will be carried through to Chungking. A reply was promptly returned assuring the Liverpool Chamber that the subject had received the attention of your Committee.

THE FUTURE POLICY OF THE PHILIPPINES.

An inquiry having been made by the Singapore Chamber, asking whether, in view of the annexation of the Philippines by the United States of America, this Chamber proposed making any representations in favour of the fiscal policy for those islands under the new régime being as far as practicable in the direction of Free Trade, communications have been opened with the newly-constituted Manila Chamber of Commerce, and it has been decided to back up the representations in that direction to the Foreign Office. The unsettled condition of the Islands has so far prevented action being taken in Manila on the subject.

SUNDAY CORRESPONDENCE.

Correspondence on the subjects of the Western Australian International Mining and Industrial Exhibition, the Paris Universal Exhibition of 1900, the Adulteration of Aniseed Oil, and the Japanese Customs and the Sale of Opium Cures in Formosa will be found in Appendices Q, R, A, V, & Y.

THE GENERAL COMMITTEE.

The personnel of the Committee has undergone some changes since its election at the last annual meeting. Mr. G. B. Dowdell resigned in May last, as he was leaving the colony, and Mr. A. McConachie, who had meantime returned, was thereupon invited to rejoin the Committee. In December, the Vice-Chairman (Mr. Herbert Smith), resigned on leaving the colony, and Mr. W. Poate was invited to accept the vacant seat. A letter of thanks was addressed to Mr. W. M. Eds on the eve of his departure for home for the valuable assistance rendered by him during the six years that he served on the Committee.

MEMBERS.

During the past year the Chamber has lost three members only, viz., Messrs. M. S. Sassoon & Co., Messrs. Harvie & Co. and The On Tai Insurance Co., Limited, who have all discontinued business in the colony. The Chamber have been admitted to membership subject to confirmation at the annual meeting: Mr. G. P. Lamson; Messrs. Smith, Bell &

Co., Mr. P. Brewitt, The Shell Transport & Trading Co. Limited, Messrs. Geo. R. Stevens & Co., and Messrs. Winder Stegen & Co.

FINANCE.

The account for the year ending 31st December, 1898 has been audited by Messrs. J. Thurburn and J. V. V. Vernon. The balance at credit of the Chamber, after transferring \$2,845 to deposit account, raising that fund to \$7,062 was \$1,212.19. The Pinnacle Rock fund from which a payment of \$500 as a reward for discovery of the "Nanpa" Rock was paid, has by the addition of interest increased to \$3,415.93. Both accounts are in the hands of the Hongkong & Shanghai Banking Corporation.

SHIPMENT OF P. AND O. STEAMERS.

"F" writes from Gibraltar to the Times:—"The following facts with reference to the sea speed of a P. and O. passenger steamer, running on the London, Ceylon and Calcutta line, may be of interest to your readers, and may perhaps catch the eye of the chairman of the company. The *Pulacra* left London on Friday, February 3, in the afternoon, and arrived at Gibraltar on Thursday, February 9, in the afternoon, having been just six days over the passage, and having made the remarkable average speed of nine and a half knots. The weather was not at any time out of the way, excepting that the wind was ahead, and would have caused little or no delay to a steamer of any power. That in 1889 a P. and O. steamer should take six days to get from London to Gibraltar and be unable to average more than nine and a half knots is scarcely credible, and is, I venture to think, most creditable to the great company to which she belongs."

"F" appears to have lost sight of the fact that the *Pulacra* is a cargo boat and not a mail steamer and that with craft of this description it is usually the most economical speed and not the greatest that is adopted. If "F" was in such a great hurry to reach Gibraltar it would have been better for him to have paid the extra fare and travelled by a mail boat. It is the cargo that is looked to by the *Pulacra's* passengers and passengers travelling by her should remember that the reduction in fare is probably the result of the cargo being carried on account of the reduced speed of the cargo boats. We have met many passengers by the P. and O. cargo boats and all speak very highly of their comfort.

THE LATE LORD HERSCHELL.

Special steps have been taken by the Imperial Government to honour the obsequies of the late Lord Herschell, President of the American-Canadian Commission. Lord Herschell, while visiting Washington, fell on the ice and fractured his pelvis, death succeeding some days later from failure of the heart's action. The Imperial Government at once offered to place a warship at the disposal of Lady Herschell for the conveyance of the remains to England, and this suggestion has been accepted. Almost simultaneously the United States Government expressed a desire to detach a cruiser for the same purpose, and it is probable that the American vessel will now act as escort.

The funeral service held preparatory to the body of the late Lord Herschell being conveyed from America to England, was largely attended by the representative people of Washington. Amongst others present was the President of the United States. The service took place at St. John's Episcopal Church, Washington.

Her Majesty the Queen has thanked the President of the United States for the honour paid to the memory of the late Lord Herschell by America, in offering a warship for conveying the remains to England, and for the sincere sympathy displayed by the American people.

The remains of the late Lord Herschell are to be conveyed to England by H. M. S. *Talbot*, 5,000 tons, second-class cruiser, in commission on the North American Station.

THE NEW HEBRIDES.

The Right Hon. J. Chamberlain has made repeated representations to the French Government urging that French traders in the New Hebrides should be subjected to similar restrictions as are imposed on Britishers in respect to selling intoxicating liquors and firearms to the natives. Mr. Delcasse, however, has failed to accede to Great Britain's request. Mr. Chamberlain says that the Salisbury Government would gladly support an international arrangement for the total prohibition of the sale of liquor and firearms to inferior races. The difficulties in the way of such an agreement have been hitherto insuperable. Even should France continue to give her traders full freedom to sell what they please in the New Hebrides, the restrictions upon British traders will be retained.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer	29.958
Thermometer	69.7
Humidity	86.0
Rainfall	7.58

TO-DAY.

WEATHER REPORT.

Barometer	30.20	On date at 4 p.m.
Thermometer	62	30.10
Humidity	87	76
Rainfall	0.21	

TO-DAY.

Friday, 7th April, 1899.

Chinese—27th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises	6hr. 5min.
Sets	5hr. 55min.
High water—Morning	5hr. 55min.
Afternoon	5hr. 55min.
Low water—Morning	6hr. 45min.
Afternoon	6hr. 35min.

ANNIVERSARIES.

1739—Dick Turpin hanged.

1842—Defeat of Akbar Khan by Sir Robert Sale's force.

1853—Prince Leopold, Duke of Albany, born.

1866—Hongkong Mint opened.

1881—Death of the Sultan of Sulu.

1897—Mr. H. A. O'Brien accidentally poisoned at Singapore.

TO-MORROW.

Saturday, 8th April, 1899.

Chinese—28th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises	6hr. 5min.
Sets	5hr. 55min.
High water—Morning	5hr. 55min.
Afternoon	5hr. 55min.
Low water—Morning	6hr. 45min.
Afternoon	6hr. 35min.

MAILS DUE.

American (Galle) to-morrow.

French (Salazie) 10th inst.

Indian (Chelidra) 10th inst.

American (Hongkong Maru) 14th inst.

Canadian (Empress of India) 19th inst.

American (China) 22nd inst.

THE N. P. S. S. Co.'s steamer *Tacoma*, sailed from Tacoma for Japan and Hongkong on the 5th instant.

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The Toyo Kisen Kaisha's steamer *Aypon* Maru with mails, etc., which left hence March 4th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba.....at Kowloon Dock.

Isle de Luzon....." "

Hind....." "

Henry Failing....." "

Chitlagong....." "

Hatting....." "

H.M.S. Whiting....." "

U.S.S. Bennington....." "

Columbia....." "

D. Juan d'Austria.....Cosmopolitan

Phu Chom Kiao....." "

PASSED THE CANAL.

Outward—7th March—*Afridi*, Calcutta, 10th March—*Bendal*, Undaunted, 14th March—*Ask*, 17th March—*Glucius*, 21st March—*Macduff*, 24th March—*Indus*, 28th March—*Heidelberg*, 31st April—*Bendal*, 4th May—*Hector*, 7th May—*Kunming*, 10th May—*Telen*.

Homeward—5th April—*Bendal*, Dardanus, 8th May.

THEN IT WENT ON ALL RIGHT.

The writer of the letter which I am going to copy for you in a moment has a complaint to make. Rather, perhaps, a complaint to place on record, as the reason for it is passed away for the present and she hopes—and we hope with her—that it may not return. The complaint does refer to my relative, friend, or foe, but to her own heart. It did not work well. It was weak, and for a long time she was unable to find means to make it do better. Which was a serious matter, inasmuch as the vigor of the circulation of the blood always depends upon the force wherewith the heart drives it.

Still, it seems to me we ought to be a bit indulgent towards the heart in view of the labour it has to perform. Remember that it never takes a full minute's rest at one time, night or day, from the instant it begins at your birth until, like a muffled drum, it stops for good and all—life's funeral march to the grave being over. During all this while, ten years or a hundred, the heart has got to keep on pumping blood through your body at the rate of from 130 strokes a minute in childhood to 100 in old age. If you happen to have a mechanical turn of mind, for in units of horsepower for a given use and time. If not, you can take my word for it that, merely as a machine, the heart deserves your respect. So long as it goes ahead steadily, up hill and down dale, hammering away softly but evenly, you have not a word to say to it. It is not until it begins to get a feverish, maybe skipping a stroke now and then, you call in the doctor, who puts the tip of his finger just below the base of your left thumb, looks wise and solemn (as before the occasion), and says, "Ah, yes, yes, you see, I see." But what does he see? He doesn't tell you that he leaves medicine, and mentions when he will look in again.

But as to the letter I spoke of. "For many years," the lady says, "I suffered from indigestion and weak heart. Very little exertion made me feel weary and tired. Cold, calmy sweats broke over me. I had a poor appetite, and after meals an aching pain at the chest and a miserable sinking feeling in the stomach. I had no much sleep at all. During the day, and at night, I was so fatigued that I was unable to get about, being no longer able to do my housework."

"Owing to the trouble at my heart I obtained no proper rest at night, and often walked about my bedroom at night. Many times these attacks were so bad I thought I was dying. During the day, and at night, I was so fatigued that I was unable to get about, being no longer able to do my housework."

"Year after year I suffered like this; now a little better, now as bad as I could be. In November, 1897, while on a visit to Croydon, my son-in-law persuaded me to try Mother Selig's Syrup. He got me a bottle, and after taking it I experienced great relief. The pain at my heart was easier, and I felt better as a whole. I could eat well and the food agreed with me."

"I now feel encouraged to continue using this remedy. Soon I was in better health than for years, the heart trouble having disappeared altogether. Since that time when I feel anything ailing me a few doses of Mother Selig's Syrup never fail to give the desired relief. I have told many persons of the benefit I have derived from it, and hereby consent to your publishing this statement should you wish to do so."

(Signed) (Mrs.) William Harrington, near Wickford Hill, Clare, Suffolk, November 12th, 1897.

Now what ails Mrs. Harrington's heart? Why, precisely the same things that ailed her lungs, her nerves and her muscles. During the day, and at night, I was so fatigued that I was unable to get about, being no longer able to do my housework."

The heart is a muscle, and (seeing the prodigious lot of work it has to do) necessarily a strong, active muscle. But it will not work without pay any more than you or I will. With all the rest of the body it has got to be sustained and strengthened by food. If you have the point there, the body was afflicted with chronic indigestion. For this reason her whole body grew weak—the heart, of course, with other parts of the engine. Hence all the symptoms she names. Her immense all-round weakness and pallor, down to that same old type of "Anemia" which Mother Selig's Syrup made the destroyer of plenty of food possible, the heart went on all right, like a newly-wound clock—Ade.

ANNIVERSARIES.

1842—Lorenzo de Medici died.

1818—King of Denmark born.

1863—\$1,000 reward offered by the Hongkong Government for information leading to the arrest of foreigners employed on piratical craft in the neighbourhood.

1896—*Peking-Normandie* collision at Shanghai; the former, badly damaged and beached.

1897—The King of Siam left Bangkok for England.

SHIPPING AND MAIL NEWS.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTABA MARU	THURSDAY ISLAND, TOWNS	TO-MORROW, 8th April, at 4 P.M.
C. Hillcoat	VILLE, BRISBANE, SYDNEY	TO-MORROW, 8th April, at 4 P.M.
KAWACHI MARU	NAGASAKI, KOBE and YOKO-	TO-MORROW, 8th April, at 4 P.M.
J. S. Thompson	HAMA	TO-MORROW, 8th April, at 4 P.M.
KANAGAWA MARU	MARSHALLS, LONDON, ANT-	SUNDAY, 9th April, at 4 P.M.
J. MacKenzie	WERP, BREMEN, VIA SINGA-	SUNDAY, 9th April, at 4 P.M.
KAGOSHIMA MARU	PORE, PENANG, COLOMBO & PORT	SUNDAY, 9th April, at 4 P.M.
R. Nunome	SAID	THURSDAY, 13th April, at 4 P.M.
SENBAI MARU	KOBE AND YOKOHAMA	THURSDAY, 13th April, at 4 P.M.
H. Petersen	VLADIVOSTOK, VIA SWATOW,	THURSDAY, 13th April, at 4 P.M.
SADO MARU	AMOI, SHANGHAI, CHEFOO, CHE-	THURSDAY, 13th April, at 4 P.M.
W. Thompson	WERP, BREMEN, VIA SINGA-	THURSDAY, 13th April, at 4 P.M.
	PORE, PENANG, COLOMBO & PORT	THURSDAY, 13th April, at 4 P.M.
	SAID	THURSDAY, 13th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 7th April, 1899.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: 2,000,000

15, Avenue d'Antony, Paris

WORKS IN EUROPE

at Hongkong (BACALAN), France

at Hongkong (BACALAN), France

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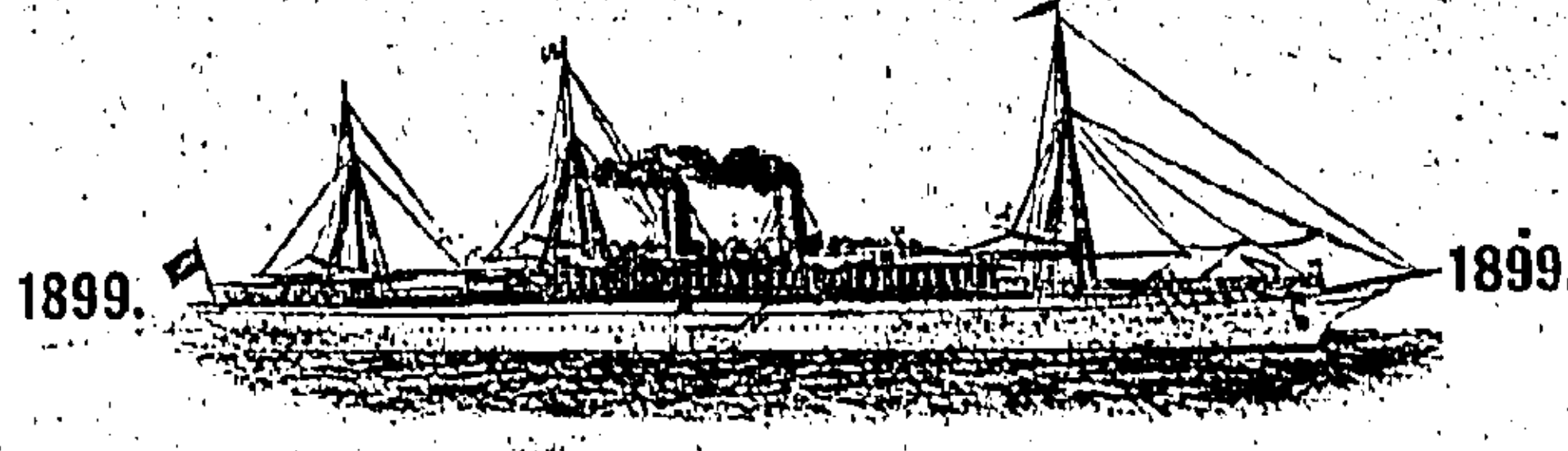
at Hongkong (BACALAN), France

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Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th April, 1899.

EMPEROR OF JAPAN... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th June, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD.

Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS, the Company having received the highest award for same at recent Chicago World's

Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street.

Hongkong, 5th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU... Tuesday, 25th April, at Noon.

NAGASAKI MARU... Tuesday, 25th April, at Noon.

YOKOHAMA MARU... Tuesday, 25th April, at Noon.

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NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 20th April, at Noon.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,502 J. Panton... April 15.

Tacoma... 2,811 A. Dixon... May 13.

Glenora... 3,750 J. McGilvray... May 30.

Olympia... 2,837 J. Truebridge... June 17.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,076 N. Moncur... April 15.

Moosehead... 2,831 W. A. Evans... May 6.

Lenox... 3,677 Williamson... June 3.

Columbia... 2,076 N. Moncur... July 8.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STENOGRAPHERS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS.

THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates offered to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or, whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st April, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th instant, at Noon, taking Passengers and Cargo, for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 1st April, 1899.

FOR SAN FRANCISCO.

THE 100 A. British Bark

"QUEEN MARGARET"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 16th March, 1899.

[153]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

NURNBERG... AMSTERDAM, HAMBURG, BREMEN... About 13th April... Freight.

HABERBERG... HAVRE, HAMBURG, BREMEN... About 25th April... Freight and Passage.

SERHIA... HAVRE, HAMBURG, BREMEN... About 30th April... Freight.

OSTERMAN... HAVRE, HAMBURG, BREMEN... About 30th April... Freight and Passage.

SAVOIA... HAVRE, HAMBURG, BREMEN... About 30th April... Freight and Passage.

KONIGSBERG... HAVRE, HAMBURG, BREMEN... About 30th April... Freight and Passage.

CHRISTIANSEN... HAVRE, HAMBURG, BREMEN... About 30th April... Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offered.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthen... 2,981... about April 20.

Guthrie City... 3,002... about May 20.

[The Steamship]

"CARMARTHENSHIRE"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on or about the 20th April, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 28th March, 1899.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)... Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)... Tuesday, 2nd May, at Noon.